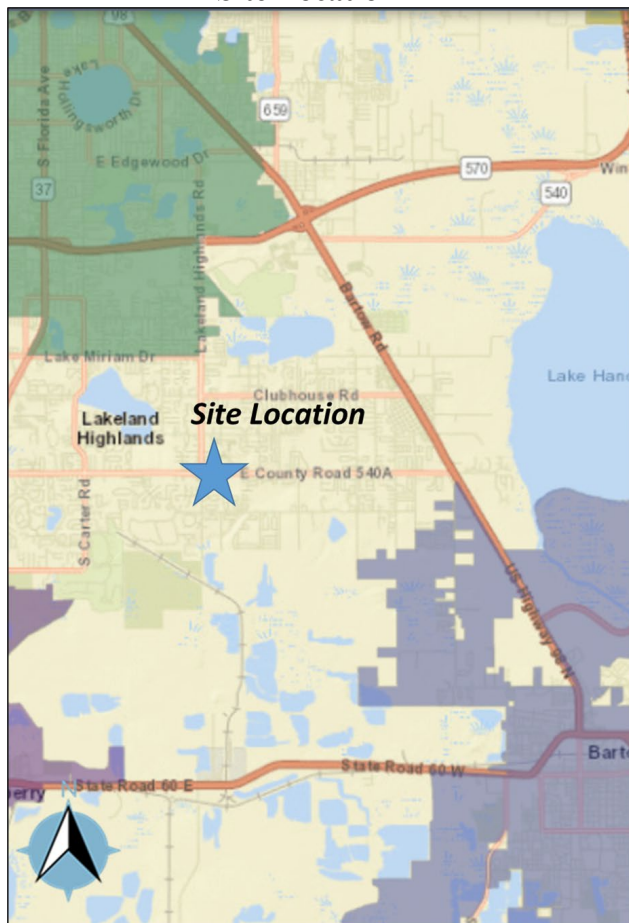


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

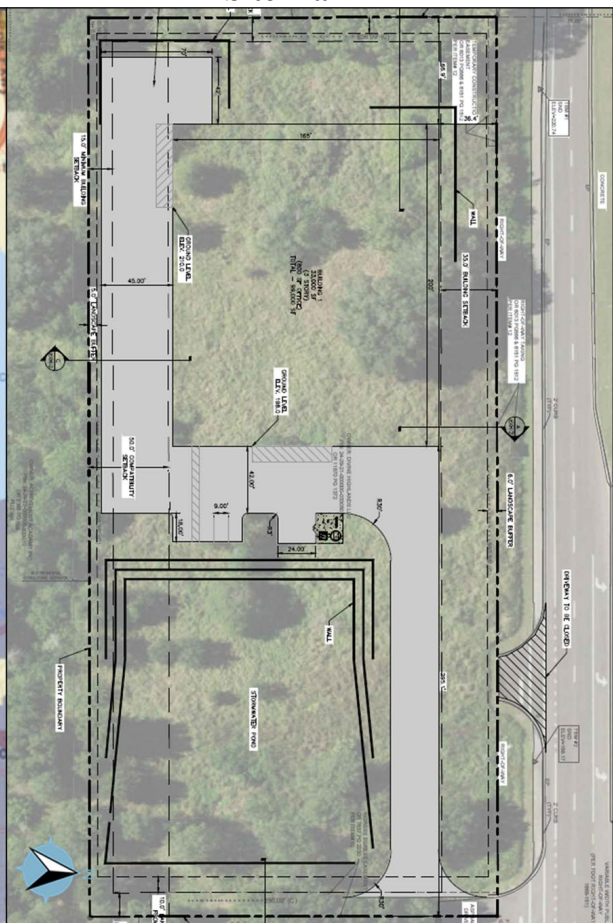
DRC Date:	December 1, 2022	Level of Review:	Level 4 Review
PC Date:	February 1, 2023 Cont. to March 1, 2023	Type:	Transitional Area Development
BoCC Date:	March 21, 2023	Case Numbers:	LDPD-2022-32
Applicant:	Shelton Rice, Peterson & Myers	Case Name:	540-A Self-Storage
		Case Planner:	Ian Nance

Request:	The applicant is requesting a Transitional Area Development for a Self-Storage Facility with a Floor Area Ratio of 0.70 in an Office Center (OC) land use district.
Location:	South of County Road 540-A, east of Lakeland Highlands Road, west of Cross Creek Boulevard, south of the city of Lakeland, in Section 21, Township 29, Range 24.
Property Owners:	Divine Highlands, LLC
Parcel Number (Size):	242921-000000-033050 (+/- 3.31 acres)
Future Land Use:	Office Center (OC)
Development Area:	Transit Supportive Development Area (TSDA)
Nearest Municipality:	City of Lakeland
DRC Recommendation:	Approval
Planning Commission Vote:	Approval 5-2

Site Location



Site Plan



Summary:

The applicant is requesting approval of a Self-Storage Facility in an Office Center (OC) land use district through the Transitional Area Development (TAD) tool found in Land Development Code (LDC) Section 303. Normally, Self-Storage Facilities are not allowable uses in OC; however, the TAD tool allows these developments in certain locations as they are low-impact and provide a transition between higher-intensity uses and residential properties. According to Table 2.1 of the LDC, TADs are “C4” conditional uses requiring ultimate BoCC approval because approved sites for these developments are not specifically designated nor mapped on the Future Land Use Map Series (FLUMS) of the Polk County Comprehensive Plan. In other words, this approval is allowing a use in a land use district where it would not otherwise be allowed.

The subject site is east of the commercial node surrounding the intersection of 540-A and CR-37B and is adjacent to an electric substation that facilitates the ability to request a TAD at this location, according to LDC Table 3.10. The proposed development will be three-stories and 99,000 sq. ft. on 3.31 acres. An 800 sq. ft. manager’s office will be incorporated in this facility. Through the TAD process, Self-Storage can be developed up to a Floor Area Ratio (FAR) of 0.75. The requested FAR is 0.70. At present, the site does not directly border any residential development, though the abutting property to the south (Parcel #242921-000000-033010) was changed by the BoCC on December 6, 2022 from Residential Low-1 to Residential High (LDCCPAS-2022-18) in anticipation of a multi-family development. The proposed self-storage facility will adhere to LDC standards for landscaping and shielded lighting.

Though no wetlands or flood zones are found onsite, the topography of this property presents challenges for development, sharply dropping in elevation from west to east. No other environmental constraints are present that would hinder development, though the required stormwater ponds will be designed to retain the difference in pre- and post-development runoff volumes from a 100-year/24-hour storm event since this site is within a closed basin. Centralized potable water, wastewater, and reclaimed water are available to the site, though self-storage facilities generate little demand for these uses. The site has frontage along CR 540-A, which has capacity to assimilate the minimal amount of traffic that will be generated from this development.

Staff has found this request consistent with the Comprehensive Plan and LDC. Self-storage facilities are complementary in nature to single-family residential developments and apartment complexes. They tend to be land intensive but do not create intense impacts on infrastructure. This location is one of the last developable properties along CR 540-A, and the mid-block location is preferable for this use as self-storage facilities should not occupy high-trafficked intersections that are better-suited for higher intensity development. Staff finds this request is compatible with the surrounding area and adjacent uses and recommends approval.

Findings of Fact

- *The applicant is requesting approval of a Self-Storage Facility in an Office Center (OC) land use district through the Transitional Area Development (TAD) and Planned Development (PD) tools found in Land Development Code (LDC) Section 303. The proposed development will be three-stories and 99,000 sq. ft. on 3.31 acres. An 800 sq. ft. manager's office will be incorporated in this facility. The requested Floor Area Ratio (FAR) is 0.70.*
- *POLICY 2.109-A17 of the Comprehensive Plan states, "The purpose of the Office Center (OC) land use district is to provide for areas for small, professional offices, other similar uses, and a small percentage of retail uses."*
- *POLICY 2.113-C4: DEVELOPMENT CRITERIA of the Comprehensive Plan states, "Development within an Office Center shall conform to the following criteria:*
 - a. Development in Office Centers shall have frontage on, or direct access to, a collector or arterial roadway, or a frontage road or service drive which directly serves these roadways. Development within Office Centers shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical;*
 - b. Office Center expansions, new locations for Office Centers and development within Office Centers may front on or accessed via local roads if the subject parcel(s) is within a quarter mile of a collector or arterial road. If the local road is classified as residential then traffic from the OC shall not be permitted on the local road if there is residential traffic between the driveway for the OC and the collector roadway and until a waiver, per the requirements and standards in the LDC, is approved;*
 - c. Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic;*
 - d. Buffering shall be provided where the effects of lighting, noise, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions; and,*
 - e. Retail uses within an Office Center shall not exceed ten (10) percent of the total land area of the Office Center as the OC is meant for professional employment businesses.*
- *POLICY 2.104-A1 of the Comprehensive Plan states, "Transit Supportive Development Areas shall meet the following criteria:*
 - a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;*
 - b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;*

c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;

d. include development criteria that:

1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;

2. improve access to employment areas, schools, shopping and recreational opportunities.”

- *POLICY 2.104-A7: DENSITIES AND INTENSITIES of the Comprehensive Plan states, “To promote energy efficient land use patterns and compact mixed-use development, the TSDA and the Transit Corridors and Centers Overlay (TCC Overlay) within the TSDA shall include higher densities and intensities of development. The maximum densities and intensities listed in Table 2.104.1 exceed those listed in Policy 2.109-A1 and Policy 2.119-A1 and the policies that include the description for each of the referenced land use category as provided for within this Element.” The minimum FAR suggested for the TSDA is 0.50; the maximum is 1.5.*
- *According to LDC Table 2.1, Self-Storage Facilities are not allowable uses in OC land use districts; however, a TAD is a “C4” conditional use in OC.*
- *According to LDC Table 2.2, the standard FAR in OC is 0.30 with an ISR in the TSDA of 0.70. Setbacks from Urban Collector rights-of-way are 35 feet. Side and rear setbacks are 15 feet. The maximum height is 50 feet.*
- *LDC Table 3.10 lists Self-Storage Facilities as a permitted use within a TAD.*
- *LDC Chapter 10 defines a TAD as, “Non-mapped areas which provide for the lessening of impacts between dissimilar uses by providing for transitional or ‘step-down’ uses between intensive use activities and lower density residential uses.”*
- *Comprehensive Plan POLICY 2.125-C1: TRANSITIONAL AREA LOCATIONAL CONTROLS states, “Transitional Areas are non-mapped areas to provide for the lessening of impacts between dissimilar uses by providing for transitional or ‘step-down’ uses between intensive-use activities and low-density residential uses, subject to the following controls:*
 - a. Transitional Areas shall be permitted in all land use categories within the TSDA, UGA, and SDA (except as prohibited herein), subject to County approval, adjacent to the following intensive-use land use categories:*
 - 1. All Activity Centers, except Convenience Centers and Rural Clusters;*
 - 2. Linear Commercial Corridors;*

3. *Commercial Enclaves, except in the SDA;*

4. *Industrial; and*

5. *Utilities as defined in Section 2.125-D*

- b. *Transitional Areas shall only be located on that portion of the vacant, undeveloped residentially designated tract immediately adjacent to the higher-intensity use (not to exceed 660 feet from the property line of that use).*
- c. *Transitional Areas shall be contiguous to an intensive-use land use, and cannot be separated from that use by an arterial road, or a natural or man-made barrier which makes the Transitional Area unnecessary.*
- d. *Transitional Areas may not be established until such time as the adjacent intensive-use area is developed with a use for which transitioning is needed. However, a transitional area may be established concurrently with the adjacent intensive-use area when both areas are under the control of one developer.*
- e. ***Transitional Areas shall be established through the approval of a Planned Development (PD), pursuant to Policy 2.125-M.***
- f. *Transitional Areas shall not intrude into developed areas of existing residential neighborhoods, except where such Transitional Area is made a part of a Redevelopment District Plan, as provided for in Policy 2.124-F2 and F3.*
- g. *Transitional Areas shall not be permitted within RDAs, UEAs, and the Green Swamp Area of Critical State Concern.*

- *Comprehensive Plan POLICY 2.125-C3: TRANSITIONAL AREA DEVELOPMENT CONTROLS states, “Transitional Areas shall be limited to the following:*

a. Transitional Areas shall generally have the following attributes:

- 1. *normal-business hours (Monday-Saturday, 7 a.m. to 6 p.m.);*
- 2. *low-traffic generation (40 trips per 1000 square feet per day, or less); and*
- 3. *non- or low-external lighting glare, noise, odors, etc.*

b. Development within a Transitional Area shall be responsible for providing appropriate buffering from the less-intensive use and shall meet, at a minimum, the development criteria applicable to the intensive-use area for which the Transitional Area is being established. Also, other Plan policies, such as Policies 2.102-A1, 2.119-A3.a., and 2.119-A3.b. still are applicable to Transitional Areas.

c. FAR may be increased in OC, RL, RM, and RH with an approved Planned Development associated with a Self-Storage Facility.”

- *LDC Section 303 requires the following conditions for approval of TADs:*

1. Transitional Areas shall provide for buffering between the transitional use and adjacent uses in accordance with the requirements in Section 720.

2. Uses which typically operate after normal business hours (i.e., after 6:00 p.m. daily or on Sundays) shall not be permitted.

3. Lot areas, setbacks, height, and other similar development regulations within the Transitional Area shall be proposed by the applicant; and upon review and approval by the County, incorporated into the Final Development Plans for the project.

4. Transitional Area development shall be compatible with the residential character of the surrounding area in terms of building design and scale, lighting, signage.

5. Self-Storage facilities are permitted at a 0.75 FAR when utilizing the Planned Development process within the Transit Supportive Development Area.

- *Approval of a Transitional Area shall be in accordance with the procedures outlined in Section 906 for a Level 4 Review. In addition to the submittal requirements for a Level 4 Review, as prescribed in Section 907 and Section 909, Final Development Plan, an application for a Transitional Area shall include a Vicinity Plan including the following elements:*

1. The existing land uses surrounding the subject property;

2. The horizontal and vertical dimensions, density (residential), and floor area ratio (non-residential) of surrounding uses (Note: if the subject property is adjacent to a residential neighborhood which contains several single-family homes, the applicant may use average dimensions for the neighborhood);

3. The setbacks of surrounding uses; and

4. An elevation of the proposed transitional use showing the proposal in its community setting between the more intensive use and the adjacent residential area. This elevation shall show the proposed architectural style/facade treatment of the transitional use, and the proposed landscaping/buffering design for the site.

- *LDC Section 303 sets the following standards for Self-Storage Facilities:*

1. Parking and travel aisle design shall be consistent with the following:

a. One-way travel aisles shall include one ten foot parking/loading lane and one 15 foot travel lane. Traffic direction and parking/loading lanes shall be indicated by either pavement marking or signage.

b. Two-way travel aisles shall include one ten-feet wide parking/loading lane and two 12-feet wide travel lanes.

c. Aisles not serving storage spaces shall not be required to provide parking/loading lanes.

2. Outdoor storage of cars, boats, or recreational vehicles, may be permitted as an accessory use to a self storage facility, except within the BPC-1 districts. Storage of boats, RVs, and other large items may be permitted in an NAC provided all the following are met:

a. The item shall be completely screened from off-site view.

b. Storage of large items shall be prohibited within 50 feet of residential uses and residential districts.

c. All storage shall be limited to a 15 foot maximum height.

3. Plumbing shall not be extended to individual storage spaces.

...

- The subject site has frontage on East County Road 540A (Road No. 931302). CR 540A is classified as an Urban Collector roadway with a pavement width of 24 feet and a Pavement Condition Index (PCI) rating of nine (9), which is in the “excellent” range.*
- According to the National Wetland Inventory (NWI) Maps, no wetlands are located within the project site.*
- According to the most recent Federal Management Inventory Map (FEMA) Federal Insurance Rate Maps (FIRM), no flood zones are located on the property.*
- The general topography of the subject site has an elevation of 230’ at the western property line and slopes down steeply to an elevation of 170’ towards the eastern property line.*
- The subject site consists of Apopka Fine Sand and Kendrick Fine Sand.*
- Fire and EMS responses are from Polk County Fire Station 28, located at 4101 Clubhouse Road.*
- The subject site is located within Polk County Sheriff’s Office Southwest District, headquartered at 4120 US 98 S., Lakeland.*
- The subject site is served by Polk County Utilities for potable water, wastewater, and reclaimed water services. These services are available, and the development will be required to connect to each. A 16-inch potable water transmission main is located in the southern right-of-way of CR 540A. A 12-inch potable water transmission main is located along the eastern property line. A 16-inch pressurized forced wastewater main is located in the southern right-of-way of CR 540A. A 16-inch pressurized transmission reclaimed water main is located in the CR 540A right-of-way.*
- The zoned schools for the proposed project are Valleyview Elementary, Lakeland Highlands Middle, and George Jenkins High School.*
- According to a preliminary report from the Secretary of State’s Department of Historical Resources Florida Master File, no archeological sites are found within the parcel’s boundaries.*

- *According to the Florida Natural Resources Inventory Biodiversity Matrix, the site is not located within a one-mile radius of a recent endangered animal species sighting.*
- *According to the 2030 Comprehensive Plan Map Series Airport Impact District Map, the site is not within the Height Notification zones.*
- *The site is not located within a well-field protection districts.*
- *This request has been reviewed for consistency with Table 2.1 and Section 303 of the LDC.*
- *LDC Section 220 requires 50 feet of separation between non-residential structures and residential property lines.*
- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT; SECTION 2.104 Transit Supportive Development Area (TSDA); and POLICY 2.125-C1 TRANSITIONAL AREAS of the Comprehensive Plan.*
- *The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”*
- *Comprehensive Plan POLICY 2.102-A2 states, “Land shall be developed so that adjacent uses are compatible with each other.” To achieve this, three options are provided:*
 - *Provisions made which buffer incompatible uses from dissimilar uses;*
 - *Incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and/or*
 - *Uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques.*

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that the proposed requests **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, DRC recommends **APPROVAL of LDPD-2022-32.**

On March 1, 2023, during an advertised public hearing, the Planning Commission voted 5-2 to recommend approval of this application.

CONDITIONS OF APPROVAL

Based upon the findings of fact, DRC recommends **APPROVAL** of LDPD-2022-32. DRC recommends the following conditions to be applied.

1. This TAD/PD approval shall be for a three-story, 99,000 sq. ft. Self-Storage Facility with an FAR of 0.70, as described in the staff report. [PLG]

2. The project shall be designed to retain the difference in pre- and post-development runoff volumes from a 100-year/24-hour storm event. The rate of discharge from the post-development site shall not exceed the rate of runoff from the pre-development condition for a 100 year/24-hour storm event. [Roads & Drainage]
3. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law. [PLG]
4. No commercial business or business transactions shall take place in the storage units. [PLG]
5. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDPD-2022-32, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

Table 1 provides a reference point for notable and pertinent Future Land Use Map designations and existing land uses upon them in the vicinity of the subject site.

Table 1

Northwest: NAC Offices	North: OC CR 540A/Medical Clinic	Northeast: RL-4/INST-2 Mobile Home Park/High School
West: INST-1 Electric Substation	Subject Property: OC Vacant	East: RH Vacant
Southwest: INST-1 Religious Institution	South: RH Vacant	Southeast: RH Vacant

The intersection of CR 540A and Lakeland Highlands Road is a non-residential hub featuring a variety of commercial and non-commercial uses. This includes a Publix shopping plaza with restaurants, a gas station, offices, and personal services. To the north of the subject site is a Watson Clinic campus, and to the northeast is a mobile home park that is on the southern property line of George Jenkins High School. A CVS and Walgreens can be found near this intersection along with a smaller retail plaza, an assisted living facility, religious institutions, and an electrical substation owned by the City of Lakeland.

The surrounding residential areas consist primarily of single-family dwellings whose population support is critical for these non-residential uses. Of particular note to this application, Vista Vue and Arrowhead subdivisions are south of subject property. The Crews Lake Hills Estates subdivision is located to the southwest. This property represents one of the last developable pieces in the Lakeland Highlands area, which has transitioned from citrus groves and been developing steadily since the late 1980's and early 90's.

Compatibility with the Surrounding Land Uses and Infrastructure:

The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion.”

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the proximity to retail, employment, emergency services, mass transit, parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

A. Land Uses:

The applicant is requesting a TAD/PD approval to build a three-story, 99,000 sq. ft. self-storage facility on 3.31 acres in an OC land use district. An 800 sq. ft. office will be incorporated in this facility. Typically, self-storage facilities are not permitted in OC, but through the TAD process, one can be developed and up to an FAR of 0.75. The requested FAR is 0.70. At present, the site does not directly border any residential development, though the abutting property to the south (Parcel #242921-000000-033010) was changed by the BoCC on December 6, 2022 from Residential Low-

1 to Residential High (LDCPAS-2022-18) in anticipation of a multi-family development. RH allows up to 15 DU/AC through a Planned Development.

According to the site plan, Type “B” landscaping buffers will be installed along the eastern, western, and southern property lines in accordance with LDC Section 720. A Type “A” buffer will be planted along the frontage of CR 540-A. The overall height of the building will be 43 feet; the maximum height in OC is 50 feet. Building setbacks for development in the OC district will be met, if not exceeded, and the parking requirements of one space per 300 sq. ft. of office will be exceeded (four spaces, including an ADA parking space). All lighting will be shielded to prevent trespass onto neighboring property. A lighting plan will be required during Level 2 Review. All non-residential structures are setback 50 feet from residential property lines, as required by LDC Section 220.

Prior to this case, a TAD has not been applied for in any non-residential district to date in the County as they have all been in residential designations. Policy 2.125-C1 states that Transitional Areas shall be permitted in all Future Land Use designations, and the use was added as a “C4” conditional use into LDC Table 2.1 by the BoCC on January 3, 2023 (LDCT-2022-8). TADs permit a limited set of additional uses when adjacent to a more intense activity center, Industrial or Business Park Center, or utilities. These uses include multifamily, office, and self-storage.

In this case, the electric substation to the west provides the impetus for this request. Living adjacent to electric utilities is not normally the first choice of Polk County residents. Therefore, self-storage facilities can be a step-down use between this intensive use and an adjacent residential area, acting more as a buffer. Self-storage is considered closer to an office use and is a satisfactory neighbor to residential uses because it is quiet, a low traffic generator, and has limited hours of operation. In fact, the Comprehensive Plan in Policy 2.125-C3(c) allows for FAR increases with an approved Planned Development associated with a self-storage facility as a Transitional Area Development because they do not have the same impact as can occur when increasing FAR for almost any other type of non-residential use.

Comprehensive Plan POLICY 2.102-A2 states, “Land shall be developed so that adjacent uses are compatible with each other” and provides three options to ameliorate incompatibilities. The tools for accomplishing higher standards of compatibility, as outlined in the Comprehensive Plan, are as follows:

- Buffering
- Limiting Scale & Intensity
- Transition through the use of innovative techniques

Landscaping, lighting, and setbacks have already been addressed above, as has the limited impacts of self-storage facilities relative to other non-residential uses. No commercial business or business transactions shall take place in the storage units. The height of the facility is relative to the topography of the area. The ground level of the nearest existing single-family home to the southwest – approximately 350 feet distant – will sit 15-25 feet higher than the subject site, significantly mitigating the impact of the height of the self-storage facility. In short, staff finds no practical incompatibilities with the plan as presented. Section 906.E requires a Major Modification if structures increase more than eight feet than shown in the binding site plan.

B. Infrastructure:

The subject site lies within the Transit Supportive Development Area (TSDA). As such, this parcel is located within an area that has a significant amount of urban infrastructure and services. For this site, all emergency services (fire and ambulance) are located within approximately 3.5 miles, and response times are within reasonable levels for urban areas. Potable water, wastewater, and reclaimed water are available to the site and have capacity.

Nearest and Zoned Elementary, Middle, and High School

The closest schools are Valleyview Elementary, Lakeland Highlands Middle, and George Jenkins High. These schools are also the closest public facilities to the subject site. Given the limited traffic generated by self-storage facilities, no significant impacts to busing routes or bus stops are anticipated.

Table 2

Name of School	% Utilization	Average driving distance from subject site
Valleyview Elementary	94%	±0.5 miles driving distance
Lakeland Highlands Middle	93%	±3.4 miles driving distance
George Jenkins High	92%	±0.7 miles driving distance

Source: Polk County School Board, GIS

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. It also provides fire suppression, rescue services, and fire prevention services to all of unincorporated Polk County and the municipalities of Eagle Lake, Polk City, Mulberry, Lake Hamilton, and Hillcrest Heights. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

Fire and EMS responses to this project are from Polk County Fire Station 28, located at 4101 Clubhouse Road. The travel distance is approximately 3.8 miles with a response time of seven minutes. A fire hydrant is on the north side of CR 540A at the entrance of the Countryside Mobile Home Park. Table 3, to follow, lists the locations, distances, and response times for emergency services that would respond to this site.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Polk County Sheriff's Office Southwest District, 4120 US 98 S., Lakeland	±5.2 miles	Priority 1 – 10:25 minutes Priority 2 – 21:14 minutes
Fire	Polk County Fire Station 28 4101 Clubhouse Road	±3.8 miles	9 minutes
EMS	Polk County Fire Station 28 4101 Clubhouse Road	±3.8 miles	9 minutes

Source: Polk County Sheriff's Office and Public Safety.

*Response times are based from when the station receives the call, not from when the call is made to 911.

As noted in Table 3, the nearest Sheriff's substation is the Southwest District located at 4120 US 98 S., Lakeland. Priority 1 Calls are considered to be true emergencies, in-progress burglary, robbery,

injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. Response times are not as much a function of the distance to the nearest Sheriff's substation but more a function of the overall number of patrol officers within the County. Current response times are 10 minutes and 25 seconds for a Priority 1 Call and 21 minutes and 14 seconds for a Priority 2 Call based upon times from November 2022. Information provided by the Polk County Sheriff's Office.

The PCSO is always trying to improve response times, especially for Priority 1 Calls, by employing new technologies such as Emergency 1 Dispatch (E1D) and Live911. E1D is a program designed to alert deputies at the earliest possible moment of a call for service that is being classified as a true emergency. E1D alert notifications are sent to deputies via their agency-issued smart phones as text messages, alerting deputies of the call type and address of the emergency. Similarly, Live911 technology allows deputies to hear emergency calls in real-time as the dispatcher is receiving the information. Both E1D and Live911 enable deputies to self-dispatch to these in-progress, high-risk incidents as dispatchers collect additional information about the call, thus reducing our response time to emergency situations.

Patrol staff in each district also monitors the response times for their areas and tries to manage their shifts according to manpower, hotspots, traffic obstructions/construction sites, etc. Areas that are more spread out tend to have slightly longer response times because of the vast land mass of their district and time of travel. Since patrol deputies are not sitting in the office waiting on a call, it is easier for patrol staff to assign them to certain sectors or beats based on areas with higher call volume to reduce response time; however, this cannot be predicted precisely.

Water and Wastewater Demand and Capacity:

There is adequate capacity available in the Southwest Regional Utility Service Area for water and wastewater services for the proposed development. Reclaimed water is also available.

A. Estimated Demand and Service Provider:

The site is located within the Transit Supportive Development Area (TSDA) where centralized water and sewer services typically exist, and connection to these services are required. The service provider in this area is Polk County Utilities.

In terms of existing infrastructure, a 16-inch potable water transmission main is located in the southern right-of-way of CR 540A. A 12-inch potable water transmission main is located along the eastern property line. A 16-inch pressurized force wastewater main is located in the southern right-of-way of CR 540A. A 16-inch pressurized transmission reclaimed water main is located in the CR 540A right-of-way. This project will be required to connect to all three services.

Self-storage facilities are not anticipated to significantly impact public utilities. Individual storage bays are not allowed to have plumbing, per LDC Section 303. Restroom facilities will be found in the 800 sq. ft. office. Per Polk County's Concurrency Manual, general office uses are anticipated to generate approximately 0.24 gallons per day (GPD) of potable water demand per square-foot (192 GPD) and generate 0.19 GPD per square-foot of wastewater (152 GPD). Overall, the demand for reclaimed water will likely be higher for irrigation purposes rather than the demand for potable and wastewater.

B. Available Capacity:

Adequate capacity exists for the proposed development. The applicant is required to discuss their specific needs and potential necessary improvements with Polk County Utilities staff prior to any development on the property. The Southwest Utility Service Area is permitted for 6,780,200 GPD of potable water. Current flow is at approximately 3,690,000 GPD. There is approximately 3,690,000 GPD in uncommitted capacity. The system growth rate is such that it will take over 20 years before capacity is reached. This system is located in the Central Florida Water Initiative (CFWI) area, an area with on-going impacts to water resources. If the Southwest Florida Water Management District determines that adverse impacts to water resources or existing legal users are occurring or are projected to occur because of the authorized withdrawals, the District may reduce permitted quantities.

The Southwest Utility Service Area wastewater system is permitted to treat up to 4,000,000 GPD. Current flow is at approximately 2,187,000 GPD. There is approximately 1,813,000 GPD in uncommitted capacity. The system growth rate is such that it will take over 20 years before capacity is reached.

C. Planned Improvements:

According to the Polk County Community Investment Program (CIP) database, no nearby improvements are projected. It will be at least 15 years before planning for a system expansion will be necessary at the current growth rate of both the potable water system and wastewater system.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The Roadway Network Database contains current traffic data for all arterial and collector roads and includes information on the current traffic volume and level-of-service for these major roads. The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) – the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 – 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of ‘A’ to ‘F’ with LOS ‘A’ being the best (free-flow traffic) and LOS ‘F’ being the worst (severe traffic congestion).

A. Estimated Demand:

Trip generation for the proposed self-storage facility was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The Land Use Code (LUC) 151 (Mini-Warehouse) trip rates were used to calculate the daily (1.51 AADT/1,000 sq. ft.) and PM peak hour trips (0.17 Trips/1,000 sq. ft.) for the proposed ± 99,000 sq. ft. self-storage facility. The proposed facility is projected to generate 150 total daily trips and 17 PM peak hour trips. Alone, this will trigger a Minor Traffic Study at the Level 2 Review stage. According to the applicant, the average 100K sq. ft. self-storage facility generates approximately 12-15 actual customers per day.

To further analyze the traffic that could be created from this site, staff has compared the demand on the roadways that would be generated if a multi-family use was built here under the RH land use district, similar to what abuts the subject property. Utilizing ITE Code 220 for Low-Rise Multi-family Housing (one or two floors), each dwelling unit generates 7.32 Average Annual Daily Trips (AADT) and 0.56 Peak PM Trips. RH allows up to 15 DU/AC through a PD which equals 49 units resulting in 359 AADT and 27 Peak PM Trips. This still falls under the threshold of a Minor Traffic Study but is more than double the AADT and more than 1-1/2x the Peak PM Trips.

B. Capacity:

There is more than adequate capacity on the roadway network to serve the potential development. Table 4, to follow, provides the generalized link information for CR 540A. It is currently operating at a “B” Level of Service (LOS). Each link has over 700 Peak PM trips available before falling below the minimum LOS standard.

Table 4

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
4162E	CR 540A From CR 37B to US 98	B	726	D
4162W	SR 37 From CR 37B to US 98	B	768	D

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database April 8, 2022.

Given the estimated Peak PM vehicle trips from Table 6 and the capacity available on the nearest roadway facility, there is ample capacity to accommodate the full development of this site. The site has direct ingress/egress to the eastbound lane of CR 540A (Link 4162E). This site has no public transit availability but does have a sidewalks and full bicycle lanes that connect to the nearby non-residential developments. The applicant will be required to provide a Minor Traffic Study to document the impact as the proposed development exceeds 50 AADT. Changes to the entrance will be examined at this time.

C. Roadway Conditions:

The subject site has frontage on East County Road 540A (Road No. 931302). CR 540A is a four-lane Urban Collector roadway with a pavement width of 24 feet and a Pavement Condition Index (PCI) rating of nine (9), which is in the “excellent” range as determined through the PASER pavement surface evaluation and rating system devised by the University of Wisconsin-Madison. The posted speed limit is 45 MPH.

D. Sidewalk Network

There is a complete sidewalk system along CR 540A which stretches from South Florida Avenue (State Road 37) from the west to Bartow Road (US 98) to the east. These sidewalks provide walkability to nearby non-residential uses such as a Publix shopping plaza, restaurants, and George Jenkins High School. Bike lanes are also available.

E. Planned Improvements:

There are no planned improvements for the immediate roadways in the area. However, any development proposed for this site, will likely require driveway access improvements (i.e., acceleration/deceleration lanes, aprons, turn lanes, etc.) along CR 540A. The specific

improvements will be determined upon review of the site plan during a Level 2 Review by the County.

F. Mass Transit

The subject property has no access to public transit. The nearest Citrus Connection stop (711) can be found at the Highlands City Town Center at the end of Clubhouse Road. This is nearly a four-mile walk from the subject site. There is potential for transit routes on CR 540A. Stops were included in the design of the roadway. If there is higher density, there will be increased demand for transit to reach surrounding non-residential uses, particularly the medical clinic across the street from the subject site.

Park Facilities and Environmental Lands:

The proposed multifamily development is located within close proximity to an array of parks and environmental lands.

A. Location:

Highland City Senior Field is located less than two miles to the northeast off Strickland Avenue. Loyce E. Harpe Park is located less than five miles to the southwest with an entrance off Carter Road.

B. Services:

Highland City Senior Field is well-known for its baseball field referred to as “The Pit” due to its elevation relative to the surrounding road and homes. Loyce E. Harpe Park features multi-use fields, Little League baseball fields, softball fields and more in an area where a phosphate mine once existed. Amenities include eight 200-foot youth fields; four 300-foot adult softball fields; six multi-use fields; seven miles of mountain biking course; dog park; two covered batting tunnels; seating capacity for 1,600; lights for nighttime play; concessions stands; playground; and pavilion.

C. Multi-use Trails:

The closest multi-use trail is within the Lakeland Highland Scrub Trail, located less than a mile to the southwest of the subject site. The trail offers off-road bicycle and hiking areas. Bicycle trails are also located at Loyce E. Harpe Park. Circle B Bar Reserve consists of a multiple hiking trails along Lake Hancock.

D. Environmental Lands:

Circle B Bar Reserve, approximately 4.6 miles to the northeast, is located on the northwest shore of Lake Hancock. This former cattle ranch is popular area attraction featuring a wide variety of plants and animals in several distinct ecosystems in this reserve of 1,267 acres. Lake Hancock is considered the headwaters of the Peace River, which flows more than 100 miles from Polk County southwest to the Gulf of Mexico. Polk County and the Southwest Florida Water Management District acquired Circle B Bar Reserve in December 2000 to protect the valuable water and wildlife resources and to restore the Banana Creek marsh system.

Lakeland Highlands Scrub is a 551-acre conservation area located less than a mile to the southwest. It is home to one of the largest undeveloped scrub properties on the Lakeland Ridge, one of a series

of elevated sandy ridges along the backbone of an area known as "peninsular Florida." This area used to be surrounded by water, but now, the Lakeland Highlands Scrub rises more than 230 feet above sea level. The Polk County Environmental Lands Program and the Florida Communities Trust Preservation 2000 Program jointly provided funding to acquire the Lakeland Highlands Scrub.

The Se7en Wetlands is located at the southern end of Loyce E. Harpe Park approximately 2.8 miles to the southwest. The City of Lakeland owns and operates Se7en Wetlands, a constructed wetland treatment system, which provides tertiary treatment, or final polishing, for all of the City's wastewater. It is comprised of over 1,600 acres of marshes, swamps, uplands, and lakes and connects to the North Prong of the Alafia River, which flows directly to Tampa Bay. Se7en Wetlands also provides water for Tampa Electric Company's Polk Power Station. Se7en Wetlands is home to a diverse community of plant and animal species.

E. Planned Improvements

There are no further recreation improvements scheduled for this quadrant of the County at this time.

Environmental Conditions

No flood zones or wetlands are noted in Polk County's DataViewer. No surface water is present. No endangered animal species have been documented. The primary soil type is suitable for residential development.

A. Surface Water:

There are no surface water bodies within the project area. The site slopes sharply towards a pond on adjacent property to the east. This waterbody lacks public access. This site is located in the Lake Seward drainage basin. The stormwater management system for the proposed PD site will be designed to meet regulatory requirements. Details for surface water management will be presented to the County at time of the Level 2 Review. A 100-year/24-hour stormwater pond will be required.

B. Wetlands/Floodplains:

According to Polk County's DataViewer, there are no flood zones or wetlands on the subject site. The nearest flood zones and wetlands are approximately 180 to 315 feet, respectively, to the east surrounding the existing pond.

C. Soils:

The property primarily contains Apopka Fine Sand. Apopka Sand consists of well-drained soils found in upland areas. It presents few limitations to building construction or septic tanks, though this project will connect to centralized wastewater. Table 5, to follow, shows the approximate percentage of each of these soil types and limitations of each according to the Soil Survey of Polk County.

Table 5

Soil Name (at project area)	Limitations to Dwellings w/o Basements	Septic Tank Limitations	% of Site (approximate)
Apopka Fine Sand	Slight	Slight	75
Kendrick Fine Sand	Slight	Slight	25

Table 5

Soil Name (at project area)	Limitations to Dwellings w/o Basements	Septic Tank Limitations	% of Site (approximate)
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Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service

All future development is required by the LDC to implement best management practices for erosion-control, and the soils are not of such that would limit compliance with applicable LDC regulations for the proposed use.

The general topography of the subject site has an elevation of 230' at the western property line and slopes down steeply to an elevation of 170' towards the eastern property line. This drop in elevation presents challenges for developing the site. The Watson Clinic on the north side of the road is such an example, with a steep driveway north to the main facility with a pond that is level with the roadway.

D. Protected Species

According to the Florida Natural Resources Inventory Biodiversity Matrix, the site is not located within a one-mile radius of a recent endangered animal species sighting. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Archeological Resources:

There are no protected archeological resources on this site, according to the Florida Master Site File.

F. Wells (Public/Private)

No public or private wells are known to exist on site.

G. Airports:

According to the 2030 Comprehensive Plan Map Series Airport Impact District Map, the site is not within a Height Notification zone.

Economic Factors:

Self-storage facilities are complementary in nature to single-family residential developments and apartment complexes. Self-storage facilities tend to be land intensive but do not create intense impacts upon infrastructure. They also tend to be affected during economic downturns as people limit personal expenses. This location is one of the last developable properties along CR 540A. The mid-block location is preferable for this use as self-storage facilities should not occupy high-trafficked intersections that are better-suited for higher intensity development.

As noted before, this site is within an OC land use district which limits the uses here to low-impact office developments. Given the challenges with topography on this site and the expenses needed to develop it, building this site with smaller, individual office uses is not as financially realistic as with a larger business entity such as self-storage. According to the applicant, there has been a

steady increase in demand for self-storage throughout the State of Florida, with new Florida residents transitioning from mid-Atlantic and northeast U.S. states, the need for quality self-storage has and will continue to rise.”

Other consumers include existing residents downsizing homes. HOAs throughout Florida have various restrictions and covenants causing the need for addition self-storage space, according to the applicant. Some examples of these restrictions include parking personal vehicles in the garage; restricting accessory buildings like sheds; restricting parking RVs or boats on residential property; limiting the number of vehicles parked in a driveway; and prohibiting the parking of commercial or work trucks within a neighborhood. Therefore, residents look for alternative places to store items away from their home to avoid HOA liens and fines.

Consistency with the Comprehensive Plan and Land Development Code:

Table 6, to follow, provides an analysis of the proposed request when compared to typical policies of the Comprehensive Plan selected by staff for evaluation of development proposals. Based upon this analysis, the proposed request is consistent with relevant policies of the Polk County Comprehensive Plan.

Table 6

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	As proposed and conditioned, the request is compatible with the surrounding land uses. The applicant has worked to soften any impacts presented by the proposed development from the adjacent uses through buffering strategies and structural design.
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The site is located in an area planned for urban development. It also represents infill as it’s one of the last developable properties in the area.
POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.	The proposed development is consistent with services available in the Transit Supportive Development Area (TSDA).
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.	The site is located within an area that has a significant amount of urban infrastructure and services with ample capacity to serve it.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES - The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost-effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service (EMS).	The subject site is located within an area of the County that has adequate public safety services as identified in the staff report.

This request is consistent with the Land Development Code. Development criteria for Planned Developments are detailed under Section 303 of the LDC. The submitted site plan shows attentiveness to the concerns of adjacent neighbors.

Table 7

LDC Section 303 – Planned Development	Consistency Analysis
<i>The site shall be suitable, or it shall be possible to make the site suitable for development in the manner proposed without negative impact to persons or property, on or off the property. Conditions of soil, ground water level, drainage and topography shall all be appropriate to both type and pattern of use intended. Erosion, flood hazard and damage to natural resources shall be avoided.</i>	During the Level 2 Review, the applicant will submit a lot grading plan that shall be reviewed by the Development Review Committee.
<i>Planned Development shall be so located in relation to transportation systems, sanitary sewers, emergency services, schools, public safety, water lines, storm and surface drainage systems and other utilities systems and installations that services can be available at the time of request for Certificate of Concurrence.</i>	All listed services are available, as identified in the Staff Report, and have ample capacity for this development.
<i>Planned Development, where appropriate because of the size or intensity of the proposed project, shall be so located with respect to expressways, arterial and collector streets or mass transit facilities. Planned Development shall be designed to provide access to and from its location without creating excessive traffic along minor streets in residential neighborhoods outside the Planned Development.</i>	The subject site will have direct ingress/egress to CR 540A. No access points will direct traffic through residential areas or local roads. CR 540A is an Urban Collector Roadway.
<i>Planned Development shall be located and designed so as to minimize the negative effects of external impacts resulting from factors such as traffic, noise, or lights. Project control shall be accomplished through such techniques as buffering, architectural design, site design, height limitations, and density or intensity limitations.</i>	The proposed development will be buffered from surrounding residential development per the requirements in Ch. 7 of the LDC. The traffic generated during Peak PM will be reviewed at Level 2. Glare from internal street lighting shall be minimized.
<i>Planned Development shall be responsive to the character of the area. When located in an area where land use types, intensities, or densities vary, Planned Development shall be designed in such a manner as to provide for gradual changes in intensity or density.</i>	The surrounding residential types are single-family site-built homes, though none directly abut the site. Multi-family developments have been contemplated on the surrounding vacant land which is in an RH land use district. Buffering techniques have been addressed in the Staff Report.
<i>All Planned Developments proposing specific approval of requirements for development under standard district regulations shall be designed so as to be sensitive to the impacts of the specific approval requested.</i>	The request is within the standards of the TSDA and OC per the Comprehensive Plan.
<i>Planned Development shall include additional screening, buffering, transitional uses or other design features as necessary to adequately protect existing or probable uses of surrounding property; and shall provide functional and logical linkages to activity centers and circulation facilities on such adjacent property.</i>	This development will exceed the buffering and landscaping practices as described in Ch. 7 of the LDC. Linkages to adjacent properties are not desirable in this case.
<i>Principal vehicular access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. Accel/decel lanes or medians shall be required where existing or anticipated traffic flows indicate need.</i>	Changes to the public roadway system will be reviewed at the time of the Level 2 submission
<i>Streets, drives, parking and service areas shall provide safe and convenient access to all buildings and uses. Uses shall be grouped to minimize internal vehicular movements. Facilities</i>	The applicant has submitted a site plan that reflects these standards. Parking standards will be reviewed during the Level 2 process.

LDC Section 303 – Planned Development	Consistency Analysis
<i>and access routes for deliveries, servicing and maintenance shall be located and arranged to prevent interference with pedestrian traffic.</i>	
<i>Planned Development shall provide internal or external walkways where pedestrian circulation requires them. The site plan shall provide for safe, efficient, convenient and harmonious groupings of structures, uses, facilities and open spaces in a manner facilitating pedestrian movement between major origins and destinations, within and adjacent to the site, with a minimum of conflicts with vehicular traffic.</i>	Self-storage facilities are non-residential uses that will not require internal pedestrian circulation. Sidewalks are available along CR 540A.
<i>Planned Development shall be designed to preserve the natural features such as wetlands, wildlife and plant species. Project design shall address protection of well fields, flood plains, surface water, and archaeological and historic sites, as much as possible.</i>	No wetlands, endangered species or habitats, or surface waters are found onsite. Stormwater ponds will be constructed in accordance with regulations set forth by the LDC and Southwest Florida Water Management District.
<i>Density or intensity shall not exceed maximums established in the Comprehensive Plan. Planned Development densities/intensities shall be established after consideration of the Comprehensive Plan criteria and limits, neighborhood compatibility, transitions, and site design.</i>	The proposed FAR is 0.70 which is below the maximum 0.75 set for Self-Storage Facilities in a TAD.
<i>Height in a Planned Development shall be determined after review of the surrounding land uses to ensure that the proposed development will not create any external impacts that would adversely affect surrounding development, existing or proposed.</i>	The proposed development will not exceed the height restrictions of 50 feet in the OC. The proposal calls for a three-story facility with a height of 43 feet.
<i>Fences, walls, or vegetative buffers shall be provided where appropriate to protect occupants from undesirable views, lighting, noise or other off-site influence, or to protect occupants of adjoining properties from similar adverse influences.</i>	This development will adhere to buffering and landscaping practices as described in Ch. 7 of the LDC and detailed in the Staff Report.
<i>Yard and setback requirements shall promote general health, safety, welfare, design excellence and neighborhood compatibility in each Planned Development. All setbacks within a Planned Development shall be measured from property lines and shall be shown on the development plans in either graphic or tabular form.</i>	All setbacks shown on the site plan meet or exceed those required in the OC land use district.
<i>All central refuse, trash, and garbage collection containers shall be screened from sight or located in such a manner so as not to be visible from any public area within or adjacent to the Planned Development.</i>	Dumpsters and trash collection will be in accordance with Sections 209 & 213 of the LDC and reviewed at the time of the Level 2 submission.
<i>The provisions of the Planned Development approvals may be more restrictive, as necessary, to meet the other standards contained in this Section but not less restrictive than required in Section 760.</i>	The applicant will adhere to the signage requirements of Section 760. Should the applicant deviate from this section, a Sign Plan and Level 3 Review will be required as stated in Section 760.J.
<i>Landscaping shall be equal to or exceed the standards stipulated under Section 720, Landscaping and Buffering.</i>	This development will meet or exceed the buffering and landscaping practices as described in Ch. 7 of the LDC.
<i>Stormwater Management facilities shall adhere to the requirements of Section 740, Stormwater Management and the Technical Manual.</i>	Stormwater Management facilities have been identified on the site plan, will adhere to the pertinent standards, and will be reviewed at the time of the Level 2 submission.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 8 in accordance with Section 906.D.7 of the Land Development Code.

Table 8

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	<i>Yes, this request is consistent with the LDC, specifically Table 2.1, which shows the allowable uses for an OC designated property. Furthermore, the applicant has addressed concerns regarding compatibility through the use of buffering strategies as allowed by the Comprehensive Plan. Consistency with Section 303 of the LDC is listed in the prior table.</i>
Whether the proposed development is consistent	<i>Yes - POLICY 2.109-A1 of the Comprehensive Plan states,</i>

with all applicable policies of the Comprehensive Plan;	<i>"For properties within the Transit Supportive Development Areas (TSDA), higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7."</i> <i>Yes, Comprehensive Plan POLICY 2.102-A2 states, "Land shall be developed so that adjacent uses are compatible with each other." As detailed in the staff report, the applicant will adhere to buffering strategies to minimize the impact of this development on surrounding uses.</i>
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	<i>Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 10-12 of this staff report for data and analysis on surrounding uses and compatibility.</i>
How the concurrency requirements will be met, if the development were built.	<i>The request is capable of meeting concurrency requirements in the timeframe in which it will be constructed. See pages 12-17 of this staff report for data and analysis.</i>

The BoCC, in the review of development plans, shall consider the following factors listed in Table 9 in accordance with Section 907.D.10 of the Land Development Code.

Table 9

The BoCC, in the review of development plans, shall consider the following factors in accordance with Section 907.D.10 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	<i>Yes, this request is consistent with the LDC, specifically Table 2.1, which shows the allowable uses for an OC designated property. Furthermore, the applicant has addressed concerns regarding compatibility through the use of buffering strategies as allowed by the Comprehensive Plan. Consistency with Section 303 of the LDC is listed in the prior table.</i>
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	<i>Yes, this request is consistent with the Comprehensive Plan, as reviewed above.</i>
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	<i>Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 10-12 of this staff report for data and analysis on surrounding uses and compatibility.</i>
Any other matter which the BoCC may deem appropriate and relevant to the specific development proposal.	<i>The request is capable of meeting concurrency requirements in the timeframe in which it will be constructed. See pages 12-17 of this staff report for data and analysis.</i>

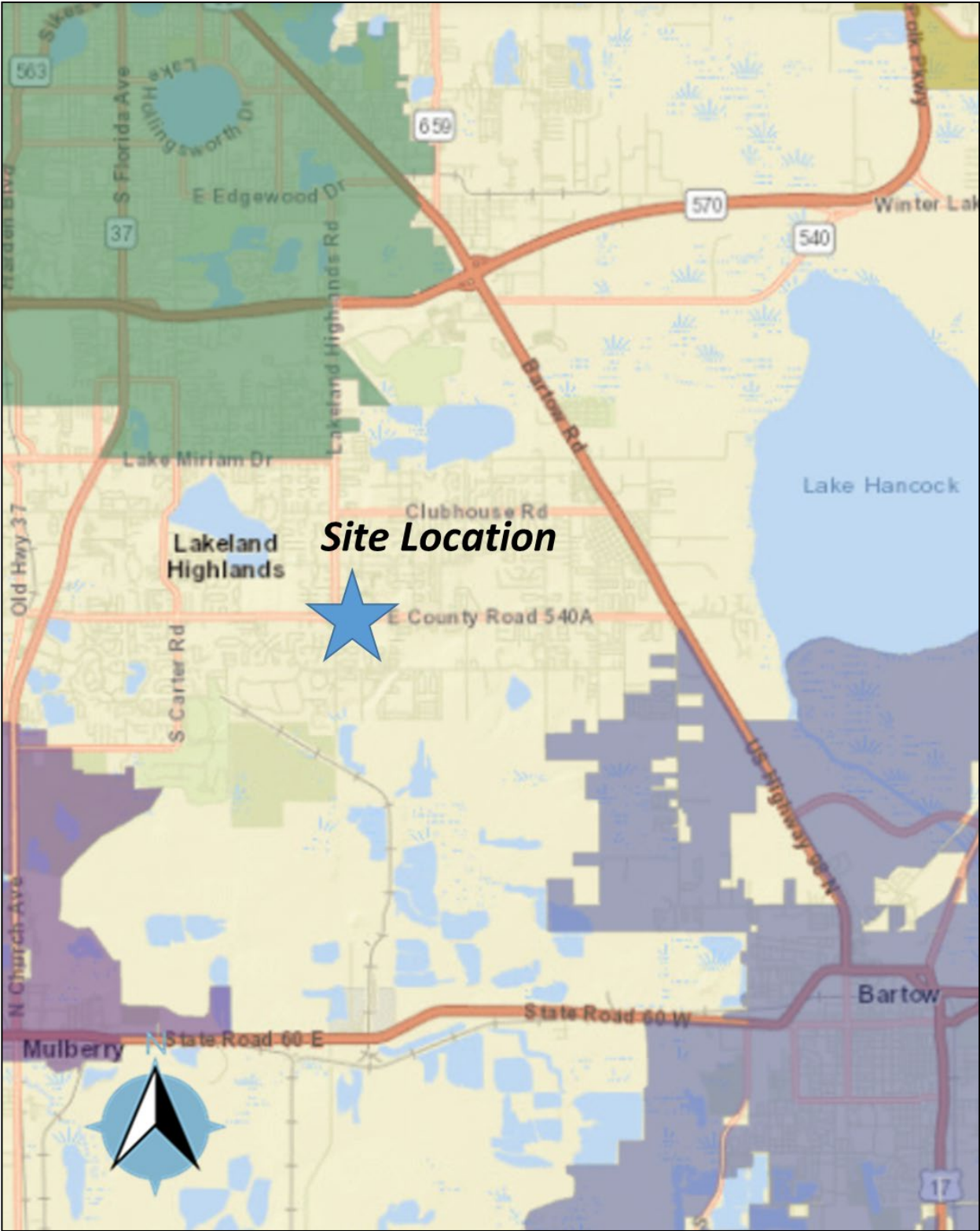
Comments from other Agencies:

Roads & Drainage - *Retention pond needs be 100yr; project located in the Lake Seward drainage basin.*

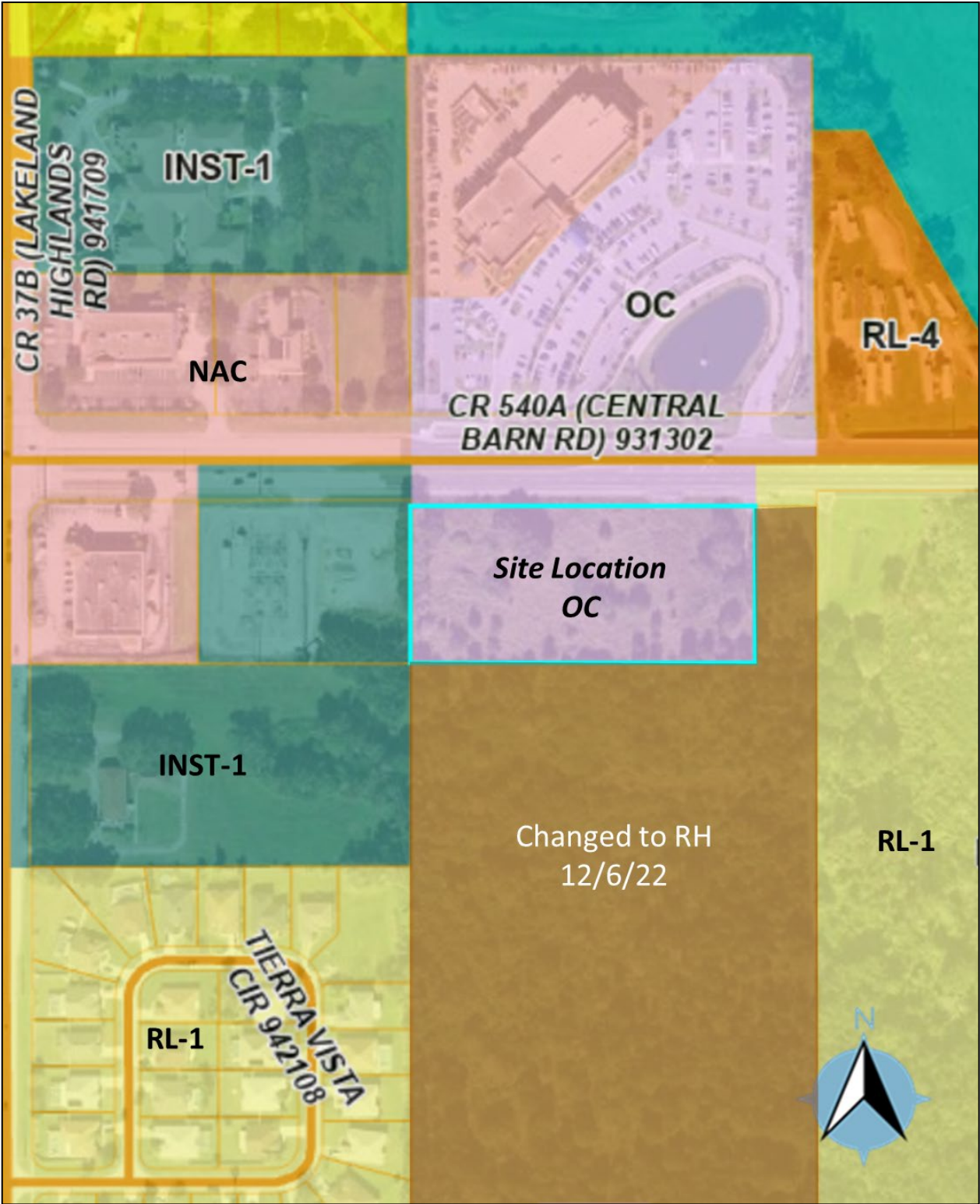
Polk County School Board - *This is a non-residential proposal which will not result in student generation and is therefore not required to achieve school concurrency. Closest school to this property is George Jenkins High School approximately 112' away along the north side of CR 540A. Traffic and or design concerns will be reviewed during the Level 2 application.*

Exhibits

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	2020 Aerial Image (Context)
Exhibit 4	2020 Aerial Image (Close-Up)
Exhibit 5	Site Plan
Exhibit 6	Landscape Buffers
Exhibit 7	Elevation Exhibit



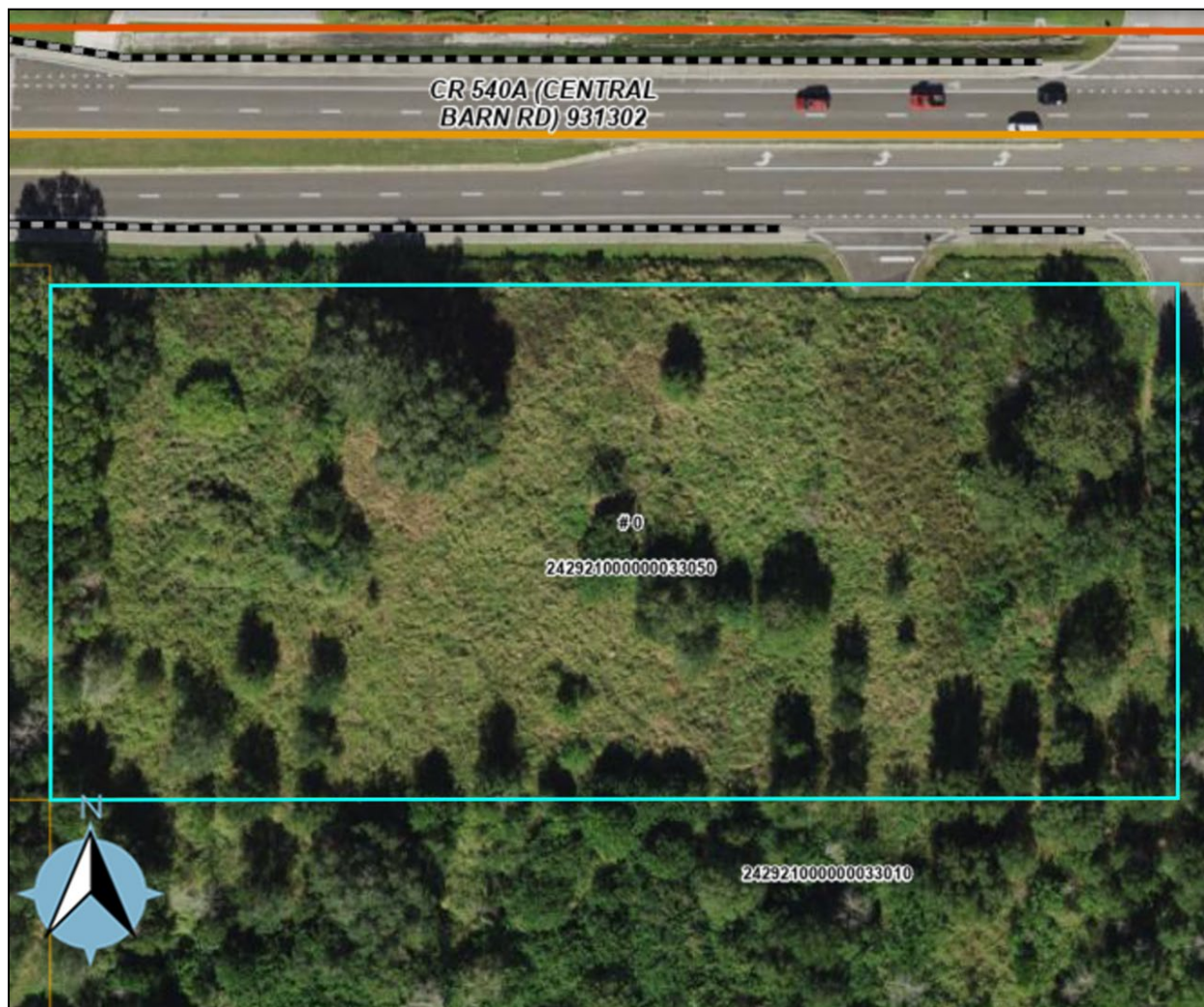
Location Map



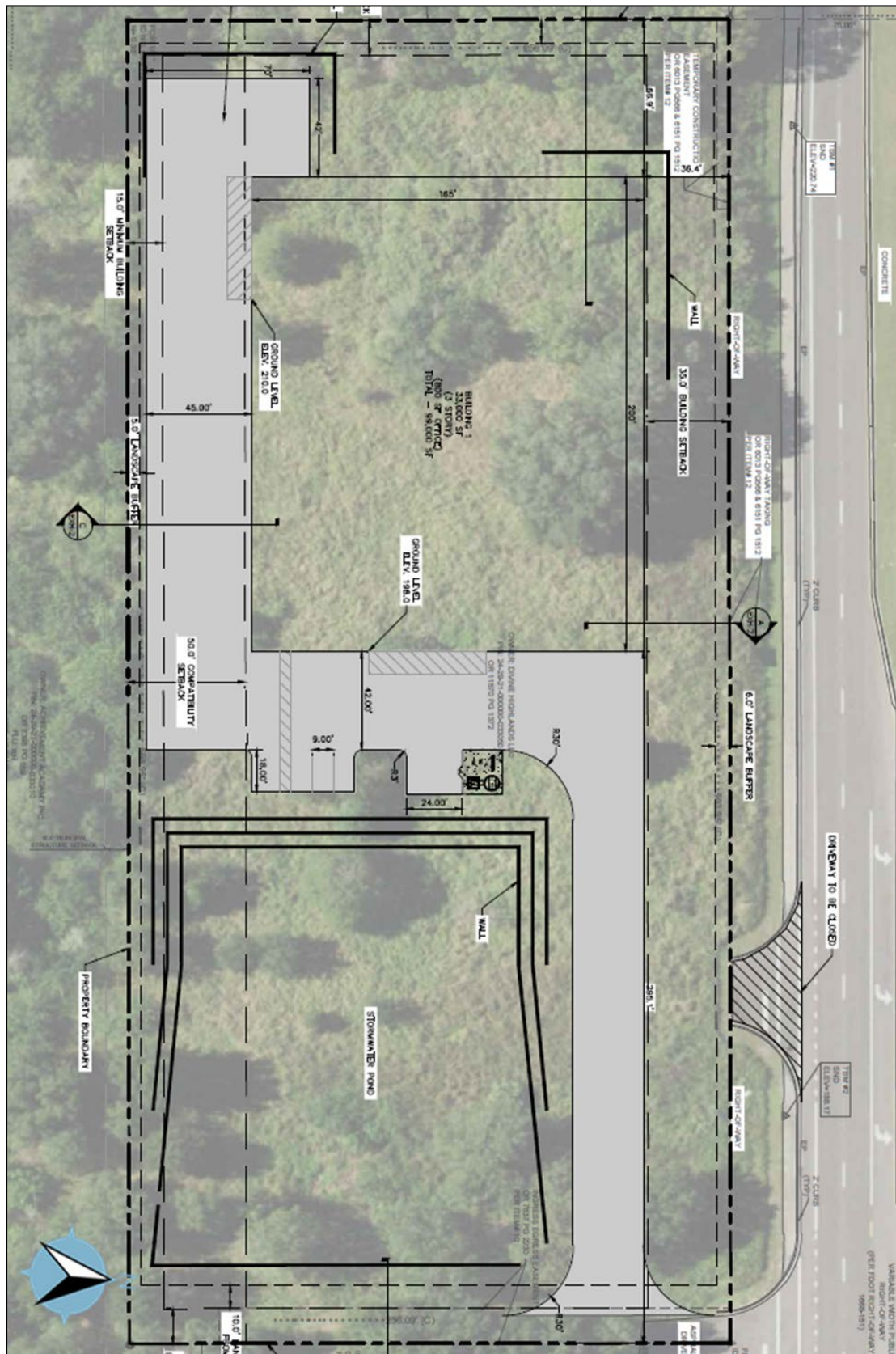
Future Land Use Map



2020 Aerial Image (Context)



2020 Aerial Image (Close-up)



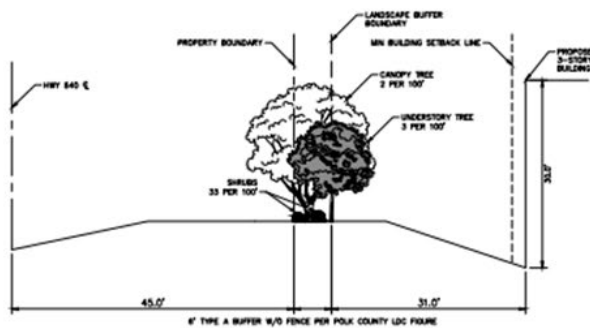
Site Plan

LANDSCAPE BUFFERS

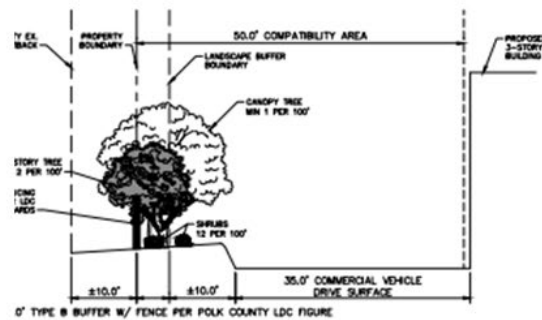
	<u>REQ</u>	<u>ABUTTING USE</u>
NORTH	6-FT A-TYPE BUFFER	ROADWAY (URBAN COLLECTOR)
EAST	10-FT B-TYPE BUFFER	VACANT RESIDENTIAL
SOUTH	5-FT B-TYPE BUFFER w/ FENCE (COMPATIBILITY REQUIREMENTS APPLY)	VACANT RESIDENTIAL
WEST	10-FT B-TYPE BUFFER	UTILITY

NOTE:

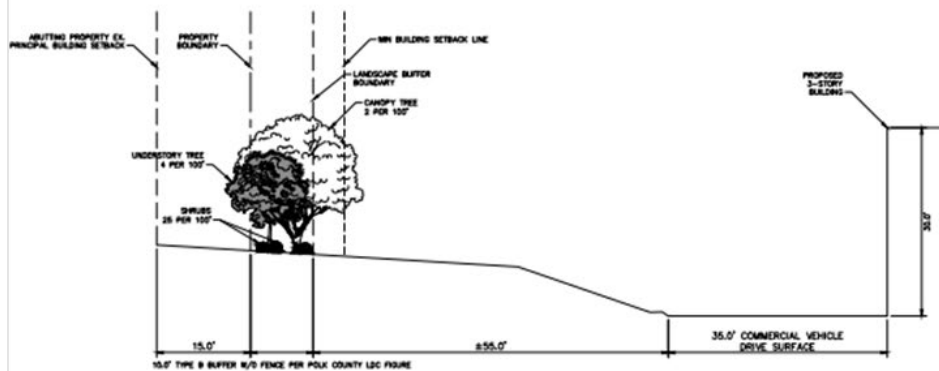
SEE LANDSCAPE BUFFER CROSS SECTIONS A, B, AND C ON SHEET EXH-2



DETAIL A – TYPE A BUFFER (NORTH PROPERTY LINE)
SCALE: 1" = 10'



DETAIL C – TYPE B BUFFER (SOUTH PROPERTY LINE)
SCALE: 1" = 10'



DETAIL B – TYPE B BUFFER (EAST AND WEST PROPERTY LINE)
SCALE: 1" = 10'

Landscape Buffers

BoCC Staff Report
Level 4/IAN 3/7/2023 8:12:05 AM